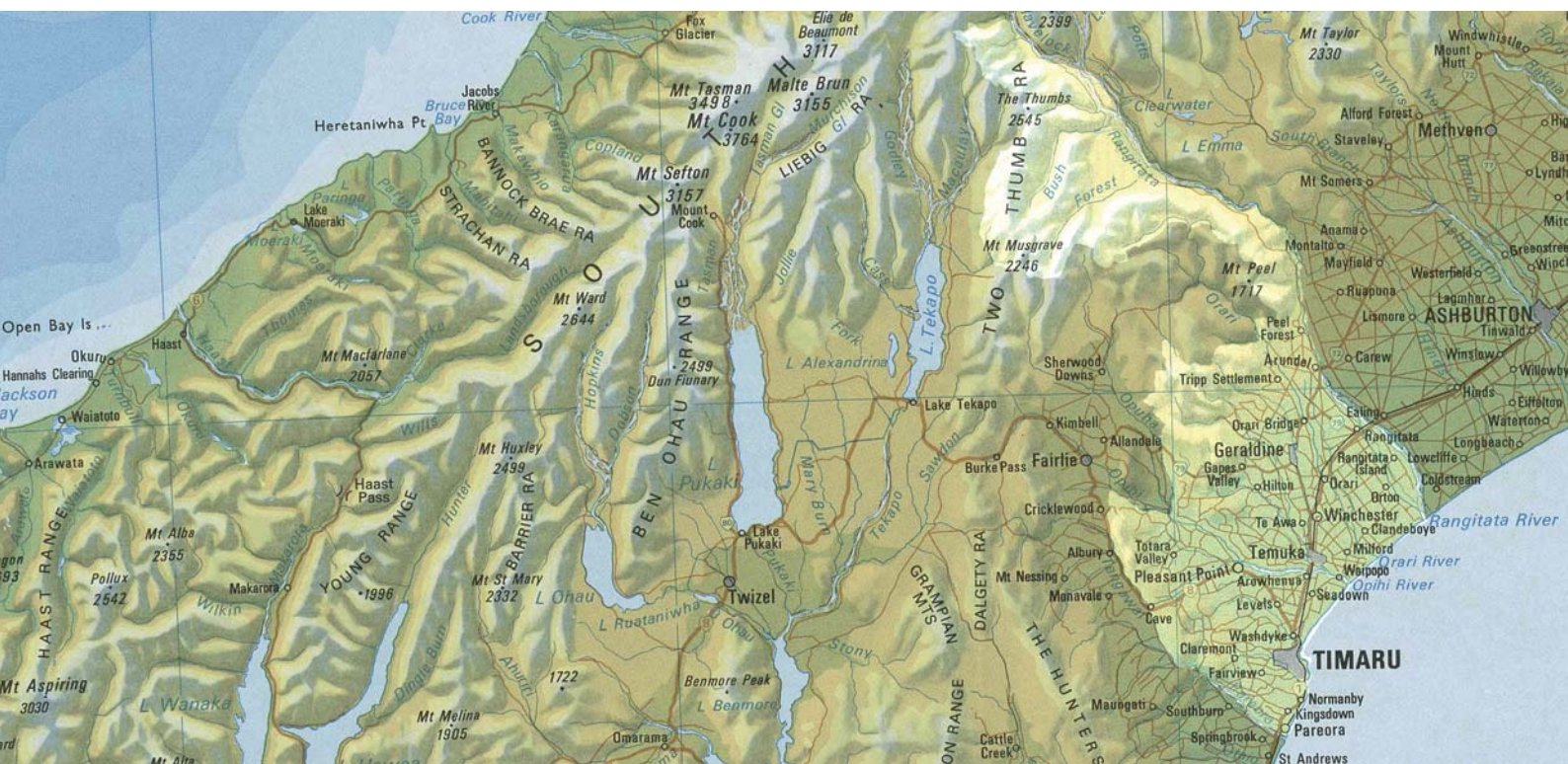




# TIMARU DISTRICT'S TRANSPORTATION VISION

WHERE ARE WE GOING

# Introduction



Land transport is critical to our quality of life in and around the Timaru District. It provides people with access to education, employment, social and recreational opportunities. It allows for the movement of freight, essential to our economic well-being. Our roads serve a wide range of functions, including providing community spaces. How we travel and how often determines whether our streets are pleasant and safe, and affects our physical environment through emissions of pollutants, noise and greenhouse gases. Where we live, work and the other places we spend our time all impact upon our land transport needs and use.

Timaru District is experiencing, and is predicted to continue experiencing, robust economic growth derived from the agricultural and industrial sectors as well as the change in population demographics that is driving increased vehicle numbers and trips. In order for such economic and vehicle use growth to be effectively managed, promoted and supported, adequate transportation infrastructure needs to be planned, managed and available within the District.

These current trends signal a need for a change to the way we plan, develop and use our transport system if we are to ensure the ongoing economic development of the Timaru District in an environmentally and socially sustainable manner.

This Transportation Vision provides a way for us to plan for the future needs of our region, guaranteeing continued economic growth, at the same time ensuring our social and environmental needs are met.

As a predominately rural based district, land transport is fundamental to providing people with access to social and sustainable economic activities within an agreed environmental framework. These community corner stones are represented by the intersecting rings below which link into council's community outcomes and are summarised by the vision statement in the centre of the diagram below.

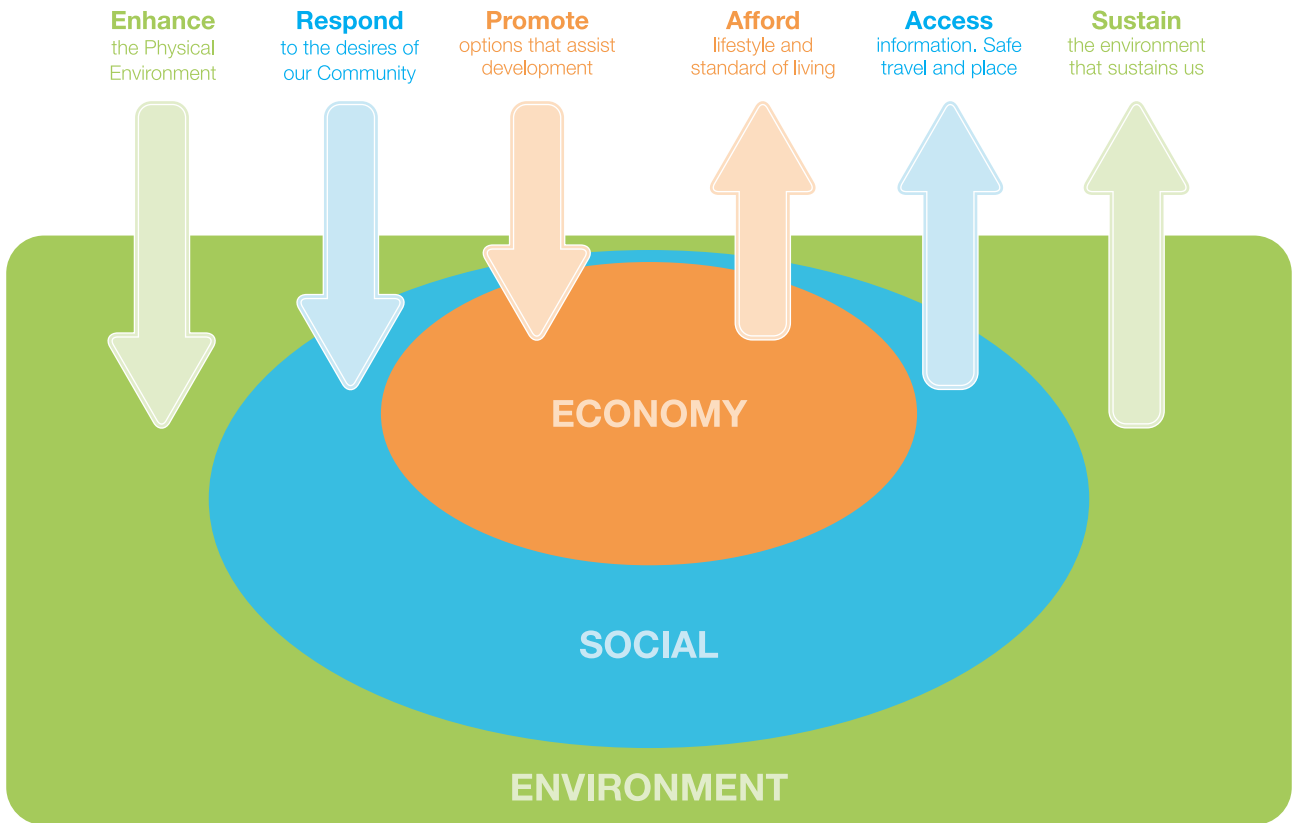
The strategic planning process and the need for a vision is shown diagrammatically opposite. A vision is necessary to allow sound policy decision making based on accurate data linking to knowledge with implementation (actions) occurring from decision making.

The environment, society and economy are the corner stones of the community and are represented in the diagram over, which link into the council's community outcomes and are summarised by the vision statement at the top of the diagram.



# Our transportation vision

“We will provide a Transport System that promotes Community Prosperity”



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The strategic planning process and the need for a vision, is necessary to allow sound policy decision making based on accurate data linking to knowledge with implementation (actions) occurring from decision making.

## Ageing population

A trend that has been highlighted is the disproportionate and increasing number of elderly people within the community. This demographic trend has significance for the transport vision. There is a need for alternative modes of transport in order to achieve total mobility for individuals who have special transport needs, namely those with impaired mobility such as the elderly.

## More people

The statistics from the 1991, 1996 and 2001 Censuses show that the trend for the usually resident population for the Timaru District was declining. However, the 2006 provisional Census data shows this trend has reversed and the population is now increasing, which would match the economic growth being experienced in the District. In 2006 the population was 43,000, an increase of 1.6% since 2001. The diagrams over show visually how the population is changing across the District. It has been identified that a driver for growth in the region is people choosing to move to the District as a result of the "lifestyle" on offer and employment opportunities. Such a trend can place pressure on the transport network if growth is not properly planned for, especially in the case of growth in areas such as Geraldine, which lie outside of Timaru City from which people may commute to Timaru City for work.

## Living standard

Income: the median income in the Timaru District is \$15,700, compared with \$18,500 for New Zealand as a whole. 59.0% of people aged 15 years and over in the Timaru District have an annual income of \$20,000 or less, compared with 52.8% for New Zealand as a whole. 6.4% of people aged 15 years and over in the Timaru District have an annual income of more than \$50,000, compared with 11.5% for New Zealand as a whole.

## Employment

The unemployed rate in the Timaru District is 6.3% compared with 7.5% for New Zealand as a whole. The most popular occupational group is sales and service workers comprising 15.7% of the population.

## Increase mobility

An effective public transport system is necessary to provide access for the youth and elderly. The Timaru District has a high proportion of elderly people and their access and mobility requirements will increase. For example, the use of wheelchairs and mobility scooters must be considered as part of the transportation strategy.

## External communities

Growth in the number of people moving to areas such as Geraldine for lifestyle reasons places additional pressure on local and collector roads, in particular collector roads to Timaru that provide a commuting access function. Supporting industry: growth in the major industries in the District have a direct effect on the transportation network, especially those industries such as dairy, farming and forestry. Growth in the industrial area on the outskirts of Timaru at Washdyke has also been recognised as an important issue that requires resolution.

## Links to port maintained

The port is a key regional freight hub, as some shipping lines service the South Island from Timaru, as well as being a strategic link to the rest of the world. It is important that the port continues to have good road and rail access to ensure an efficient integrated transport system.

## Freight movement

To facilitate economic growth in the District, freight needs to be able to be moved efficiently between local centres, farms and other service industries, and the State Highways, ports and rail terminals. The industrial area of Washdyke is of growing strategic importance to the local economy and an area of significant importance for freight transport links. An integrated transportation system that provides effective links between the port, rail and roads combined with a successful roading hierarchy is fundamental to the District.

## Tourism

Many tourists pass through the District en route from Christchurch to the Mt Cook region and further south to Queenstown, as well as from Christchurch to Dunedin and on to Invercargill. The District is also

developing an appeal to international visitors seeking an alternative itinerary to the traditional South Island tourism route. There are numerous ski fields nearby in Canterbury and the Mackenzie District, making Timaru a good base for day trips to ski fields. The Rangitata River is undoubtedly one of New Zealand's most exciting stretches of white water, bordering the Timaru District to the north. It is one of the closest commercially rafted rivers to Christchurch and attracts a lot of tourists annually. With visitor numbers to New Zealand forecast to increase, a transportation system that encourages tourism growth in the District is essential.

## Airport

Timaru Airport is a key strategic transport asset for the region. Eagle Air (Air New Zealand) operates four flights a day between Timaru and Wellington, two in the morning and two in the afternoon, linking Timaru with the rest of New Zealand and the world. The airport provides important business, passenger and freight connections to commercial industries within the District in addition to a fast transport link for the public.

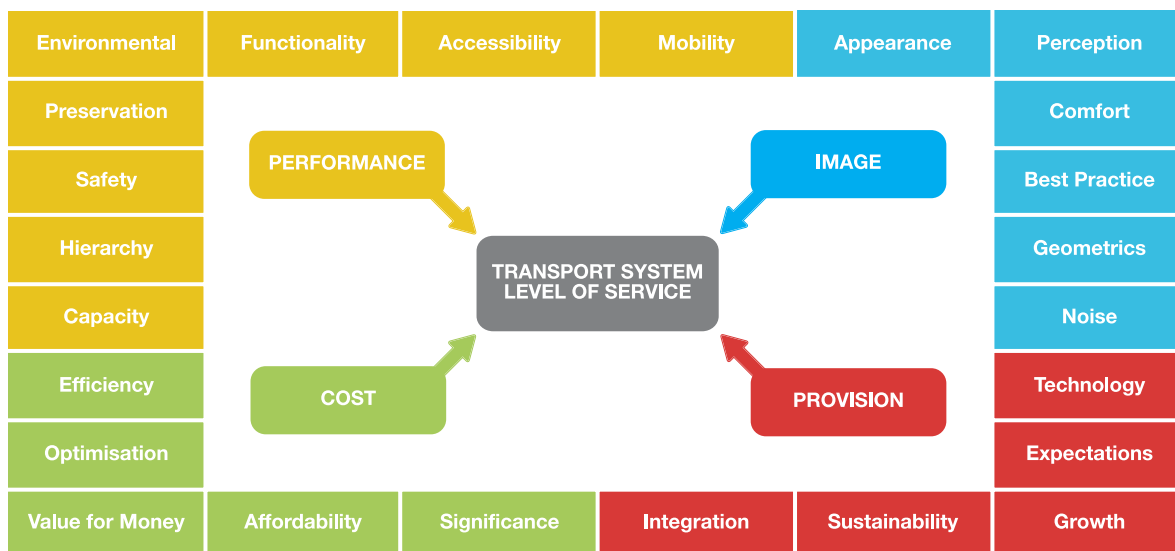
## Public Transport

Public transport plays an important role in providing access and mobility, not just to disabled people, but to the entire public, especially young people and the elderly. Public land transport enables less mobile people to travel to work, to school and, to enjoy community activities and fully participate in society. This is especially important in the Timaru District, which has a high proportion of elderly people.

## Road Safety

Safety is a key aspect for achieving sustainability. Road safety includes the 4 E's which are engineering, enforcement, education and encouragement. Timaru District supports each of these elements via the South Canterbury Road Safety Trust's Road Safety Co-ordinator, local police, the Council's parking enforcement and engineering work. Overall local problems are generally crashes being at intersections, loss of control due to inexperience or and inattention, speed and travelling too fast for the conditions, and alcohol.

# Striking a balance

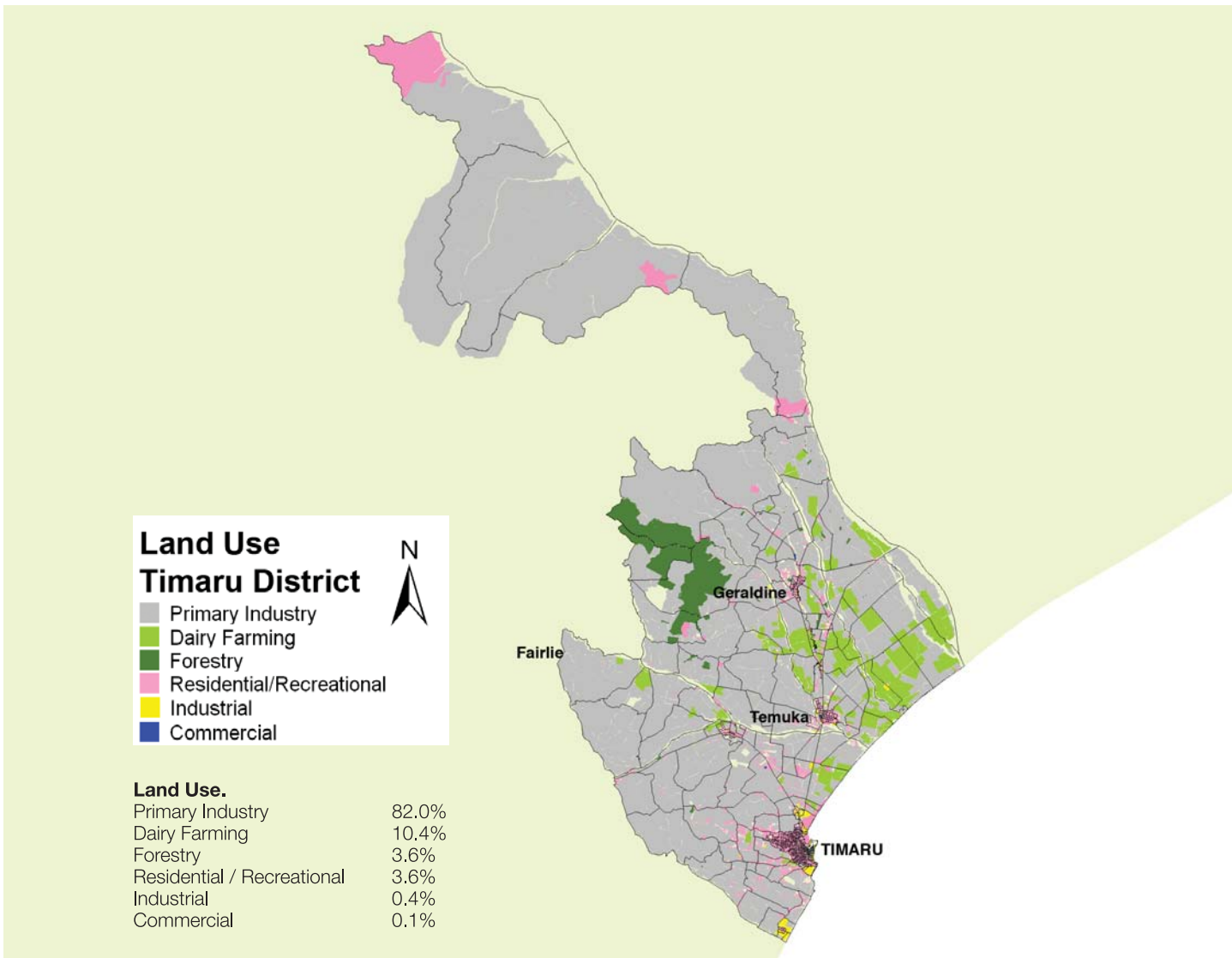


As a predominately rural based district, land transport is fundamental to providing people with access to social and sustainable economic activities within an agreed environmental framework. A balance between all aspects of the transport system that make up the desired level of service needs to be understood and implemented, encompassing the wider transport network including roads, rail, port and airport.

As the diagram above demonstrates, the provision, cost, performance and image of the transport system are all fundamental to ensuring a level of service which facilitates the implementation of the District transport vision.



# It all starts with land use . . .



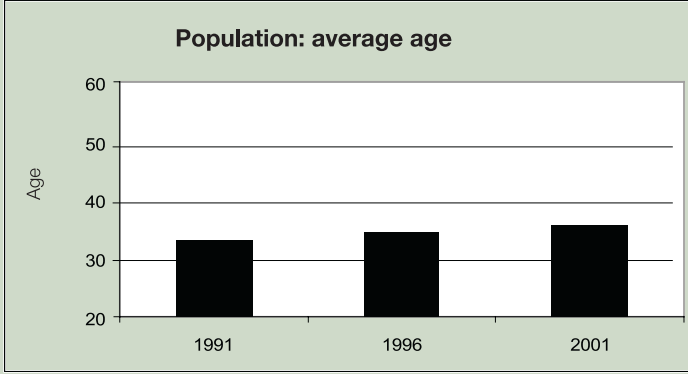
The above figure shows the land use across the Timaru District. Primary Industry (farming) is the major user of land with dairy farming, forestry and residential / recreational making up the bulk of the remainder.

Forestry is concentrated in one area of the district, west of Geraldine, near State Highway 79 to Fairlie. The bulk of the dairy farming is in the north east of the district, near Temuka, Clandeboye and the Rangitata River.

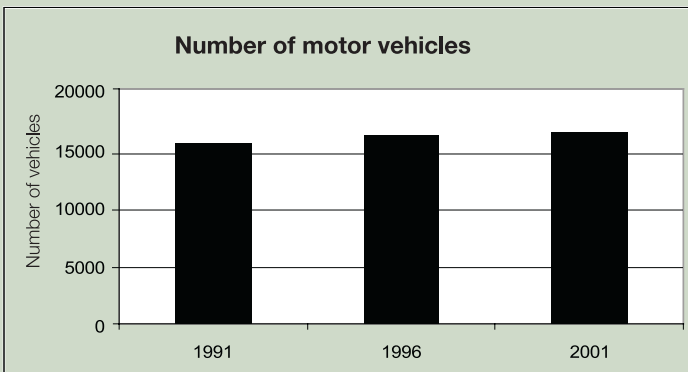
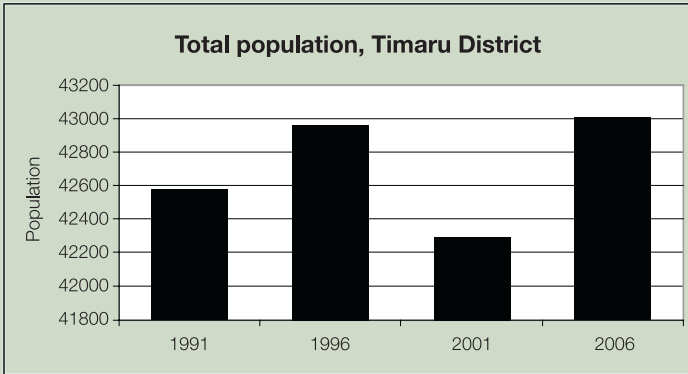
There are pockets of residential / recreational land in the northwest of the District around Peel Forest and the Mesopotamia Station. The remainder of the residential / recreational along with the industrial land is centered around the towns of the district.



### Timaru District Population Statistics



2006 census data not available until November 2006.



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#### Population

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It has been identified that a driver for growth in the region is people choosing to move to the District as a result of the "lifestyle" on offer and employment opportunities. Such a trend can place pressure on the transport network if growth is not properly planned for, especially in the case of growth in areas such as Geraldine, which lie outside of Timaru City, from which people may commute to Timaru City for work.



# ... supported by roading network

## Roading Network

The council provides a road network so that residents of Timaru District can have access to their properties, businesses and social facilities throughout the District. A roading network that is designed for safety, ease of getting around, the comfort of users and the impact on the environment is minimised, is essential to achieve a good quality of life in Timaru District. Roads also provide a social benefit connecting people and communities. Given these roads are public assets available to all users therefore have a predominant social equity in a community and district. The capacity of roading networks has a strong link to future growth and sustainability. Quality roads are critical to business to allow the transportation of goods and services. This in turn creates jobs that are required for residents and future growth of the District.

## Roading network breakdown

Description	Quantity	Unit
<b>Roading surface</b>		
Sealed	904	km
Unsealed	798	km
<b>Surface Drainage</b>		
Kerb and Channel	336	km
<b>Cycleways</b>		
Off-carriageway cycleways	0.2	km
<b>Footpaths</b>		
Sealed/Paved	307	km
Unsealed	7	km
<b>Traffic Facilities</b>		
Street Lights	3816	each
Traffic Signals	5	intersections
<b>Bridges and Culverts</b>		
Timber Bridges	58	each
Single Lane	166	each
Total Bridges	315	each
<b>Carparking</b>		
On Street	1845	Spaces
Off Street	583	Spaces





# Fitting it all together...

